

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-11 (canceled).

12. (new) An automotive shell structure arrangement comprising:

substantially parallel longitudinal members arranged on each side of a shell structure,

energy-absorbing elements which, in an impact, absorb impact energy and also channel impact energy into the longitudinal members, provided on ends of the longitudinal members which face front in the direction of travel, and

additional means for energy absorption adapted to channel the impact energy into other regions of the shell structure in a controlled manner.

13. (new) The automotive shell structure arrangement as claimed in claim 12, wherein an integral support extends between the longitudinal members.

14. (new) The automotive shell structure arrangement as claimed in claim 12, wherein the additional means for energy absorption are arranged at an end of the integral support facing the front in the direction of travel.

15. (new) The automotive shell structure arrangement as claimed in claim 14, wherein the additional means for energy absorption are designed as crash boxes.

16. (new) The automotive shell structure arrangement as claimed in claim 15, wherein one of said crash boxes is provided on each side of the end of the integral support facing the front in the direction of travel.

17. (new) The automotive shell structure arrangement as claimed in claim 15, wherein the integral support has mounting sockets with shapes adapted to the shape of the crash boxes.

18. (new) The automotive shell structure arrangement as claimed in claim 15, wherein the crash boxes are connected to one another via a crossmember.

19. (new) The automotive shell structure arrangement as claimed in claim 18, wherein the crossmember is of multipart design.

20. (new) The automotive shell structure arrangement as claimed in claim 19, wherein the crossmember comprises right and left crossmember parts, and wherein each of the crossmember parts has one end connected to the crash box and another end connected to the integral support.

21. (new) The automotive shell structure arrangement as claimed in claim 20, wherein the crossmember parts are connected centrally between the

crash boxes to the integral support.

22. (new) The automotive shell structure arrangement as claimed in claim 18, wherein the crossmember is constructed in such a way that, by way of a lever arrangement, an impact force is channeled into the crash boxes substantially in a longitudinal direction of the vehicle.

23. (new) The automotive shell structure arrangement as claimed in claim 13, wherein the additional means for energy absorption are arranged at an end of the integral support facing the front in the direction of travel.

24. (new) The automotive shell structure arrangement as claimed in claim 16, wherein the integral support has mounting sockets with shapes adapted to the shape of the crash boxes.

25. (new) The automotive shell structure arrangement as claimed in claim 16, wherein the crash boxes are connected to one another via a crossmember.

26. (new) The automotive shell structure arrangement as claimed in claim 17, wherein the crash boxes are connected to one another via a crossmember.

27. (new) The automotive shell structure arrangement as claimed in claim 19, wherein the crossmember is constructed in such a way that, by way of a lever arrangement, an impact force is channeled into the crash boxes

substantially in a longitudinal direction of the vehicle.

28. (new) The automotive shell structure arrangement as claimed in claim 20, wherein the crossmember is constructed in such a way that, by way of a lever arrangement, an impact force is channeled into the crash boxes substantially in a longitudinal direction of the vehicle.

29. (new) The automotive shell structure arrangement as claimed in claim 23, wherein the additional means for energy absorption are designed as crash boxes.

30. (new) The automotive shell structure arrangement as claimed in claim 29, wherein one of said crash boxes is provided on each side of the end of the integral support facing the front in the direction of travel.

31. (new) The automotive shell structure arrangement as claimed in claim 24, wherein the crash boxes are connected to one another via a crossmember.